

REQUEST FOR QUALIFICATIONS

Addendum # 4



Department Of Executive Services
Finance and Business Operations Division
Procurement and Contract Services Section
206-684-1681 TTY RELAY: 711

DATE ISSUED: September 28, 2005

RFQ Title: **Sale & Development of the North Half of the Former
Kingdome Parking Lot**

Requesting Dept./ Div.: **King County Department of Executive Services, Facilities
Management Division – Real Estate Services Section**

RFQ Number: **206-05RLD**

Revised Due Date: October 11, 2005 – no later than 2:00 P.M.

Buyer: Roy L. Dodman, roy.dodman@metrokc.gov (206) 263-4266

This addendum is issued to revise the original Request for Qualifications, dated July 14, 2005 as follows:

1. The submittal opening date remains as changed in Addendum 3: Tuesday, October 11, 2005, no later than 2:00 p.m.
2. The King County Real Estate Purchase and Sale Agreement boilerplate, referenced in *Section II, Item G., Background Materials and Boilerplate Documents*, is now available for review. The cost per copy is \$2.70 (18 pages at \$0.15 per page).

The following information is provided in response to questions received:

- Q1: The 500 car parking provisions for Stadium use and the 70 car provisions for the railroad are unclear as to who will be entitled to the revenue generated if any. Please clarify who is entitled to operate and receive the revenue from this additional parking requirement.
- A1: *The PSA is permanently entitled to the revenue stream for the approximately 500 parking spaces. There are no revenue stream agreements involving King Street Station's short and long-range parking needs; therefore, it is anticipated that the developer would be able to obtain revenue from parking related to King Street Station.*

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TO BE ELIGIBLE FOR AWARD OF A CONTRACT, THIS ADDENDUM MUST BE SIGNED AND SUBMITTED TO KING COUNTY

Sealed submittals will only be received by:

**King County Procurement Services Section, Exchange Building, 8th floor, 821 Second Avenue,
Seattle, WA 98104-1598. Office hours: 8:00 a.m. - 5:00 p.m., Monday – Friday**

Company Name

Address		City / State / Postal Code
Signature	Authorized Representative/Title	
Email	Phone	Fax

This Request for Qualifications – Addendum will be provided in alternative formats such as Braille, large print, audiocassette or computer disk for individuals with disabilities upon request.

- Q2: Upon re-reading the Agreement and Letter of Intent dated June 25, 1998, I am still a little confused as to the extent of the Weller Street street widening. The property description for the south half of the north parking lot sets the northerly property line essentially at the southern edge of Weller Street, which for some reason may be located on the center-line of Weller Street Bridge. If this is correct, which I doubt, the entire 60 feet of Weller Street will come from the north half parcels.
- A2: *A decision has not yet been made on how the Weller Street area will be used. Additional survey information will be available in the future.*
- Q3: The 500+ stalls that are required to be replaced for PSA and the 70 for King Street Station, if they are on the North Lot Property (like below the new development or in structured parking) who receives the income from the use and how long must they be provided to PSA?
- A3: *The PSA is permanently entitled to the revenue stream from the approximately 500 parking spaces.*
- Q4: May the developer build under the 2nd Avenue easement? And what flexibility does the developer have for use of the 2nd Avenue easement area--aside from the view corridor restriction. Who will own/control the area?
- A4: *It appears the development could be built under the 2nd Avenue easement subject to physical limitations, the terms of the existing King County/Public Stadium Authority easement, and compliance with the City's regulatory authority. King County is unaware of any informal agreements concerning the 2nd Avenue area. The flexibility the developer would have for the 2nd Avenue area and the ultimate ownership and control of the area will be determined in the future.*
- Q5: Has a decision been made on how the Weller Street area will be used? It will impact how the NHL may be developed.
- A5: *No.*
- Q6: Street access is critical to the success of the development, but the current access is poor, is there anything being done to improve it? Will there be some kind of a bridge connecting 4th Avenue to the site?
- A6: *King County would not preclude such proposals. The County would consider any proposal that integrates the needs of the adjacent properties and the Pioneer Square neighborhood.*
- Q7: Why is King County not requiring replacement of the current staging area?
- A7: *The question of staging is under consideration by King County.*
- Q8: Will King County assign a project manager to advocate for the development (planning/design/construction/implementation)? It is a contested site. And what is the City's position—will they cooperate with the development?
- A8: *King County has assigned staff to the sale and development effort, and the County would advocate for site development ultimately agreed to by the County. The City's position is dependent on the content of the proposal. King County anticipates that the City would be supportive of the development if it is consistent with City objectives.*
- Q9: There appears to be a valid Option to Purchase the property and a separate valid First Right of Refusal to Purchase the offered property held by First and Goal through 2008. Please clarify their rights as to overtake any development proposal we may subsequently submit as a result of your current and subsequent solicitation(s).
- A9: *These rights will be clarified in the future.*

- Q10: The agreement with Burlington Northern indicates a need to provide for Am-Track bus parking and provisions for taxis on the site, whereas the RFQ document only makes mention of the parking provision for 70 +/- cars. Please clarify the extent provisions are to be made for the Railroad use.
- A10: *The Request for Qualifications states that the “current” King Street Station need is estimated at 70 parking spaces. The full extent of short and long-range parking needs to accommodate King Street Station customers and employees is under consideration by King County.*
- Q11: It appears that the property description and the subsequent maps furnished seem to indicate that one half of the future Weller Bridge Easement overlap. In other words, approximately 33 feet of the Weller Bridge easement (or future street) will reduce the site from 240 wide to 207 feet. Please clarify this issue.
- A11: *Additional survey information will be available in the future.*
- Q12: The drawing for the future 3rd Street Bus way and Mono-Rail alignment also appear to infringe upon the proposed site by quite a distance. Please verify the extent if any that this will occur.
- A12: *Additional survey information will be available in the future.*